

'FRAGRANT WATERS' MURMUR

That there has been some misapprehension about the preparations for the reception of the Duke of Connaught.

That if it be granted that one or two of the leading representatives in the Co. were omitted from the Committee, there is not very much to complain about in the mode of procedure.

That the illumination of the public buildings and the chief honours was the principal thing to be done, and the public offices were to be lighted up by means of a vote in Council.

That the Public Hall, had it been possible or desirable, would have been essentially a public matter, but its collapse seemed to render a public meeting almost unnecessary.

That to the principle of publicity, when any questions concerning the public generally have to be settled, no man of sense would dream of objecting.

That in public questions the confinement of 'citizens' ought never to enter, however much it may sway residents in social matters.

That it would have been perhaps the better plan to have consulted a public meeting before the Programme was telegraphed for the Duke's approval, but the persistent failure of the so-called 'mass meetings' clearly showed that the public had not been greatly outraged.

That the Race week had much to do with the independent action of this Committee, and I do not think any 'hole and corner' policy was intended.

That the calling of the public meetings, after the programme was settled upon and approved by the Royal visitor, was a mistake.

That the various opinions expressed about the small audiences—that on the one hand the dilemma reflected upon the Committee, and on the other upon the objects—reminded one of a weary meeting; but that the general desire to celebrate the occasion of the Duke's visit, in a manner creditable to British subjects all the world over, was clearly manifested.

That the work of any public movement is ever accomplished by the Sub-Committee, and the lion's share thereof by the Secretary.

That the Fraga Reclamation scheme has been re-christened the 'New Harbour Works,' and the Duke of Connaught, who is a high Freemason, will lay the first stone with Masonic honours.

That the re-appointment of Messrs. Ryrie and J. J. Keating to the Legislative Council is an incident of more than passing importance, and H. E. the Acting Governor took the occasion to make one of those nearly-turned little speeches for which he is becoming famous.

That Mr. Ryrie's statement to the Senate Unofficial Member, &c., the Father of the House—can show record of good work on the Council, and the community hope that his great experience will long remain at the disposal of the Council.

That the appointment of Dr. Ho Kai, in place of Mr. Ho Shing, will, I fancy, meet the wishes of Chinese and European alike, for the new member has been virtually the representative of the Chinese community during the nominal reign of his predecessor.

That the Hon. H. Kai will bring to his duties in the Council not only an intimate knowledge of the Chinese views and feelings, but the power to place these clearly before his colleagues.

That the Hon. Wong Shing, whom you were wont to call the 'silent member,' is a most worthy gentleman, but he is slow and possesses no readiness in giving expression to the vast amount of knowledge he possesses about his countrymen.

That much talk and a great deal of time have been wasted over the new Central Market, and it would be well were a start made upon the much needed alterations, on ordinary typhoon will probably leave the Colony without any market at all.

That official minutes take hours, and days, and weeks, and months to pass round, and things do not get any more forward than the farmer with his cart.

That the Acting Governor has well paused over the blazes of the Bokhara Rock, when so many words of paramount importance are under way.

That every extension of Government House—although the need for a Ball-room is generally admitted—might stand over until something new has been done.

That I have given up all hope of Victoria College ever getting completed.

That the Gap Rock, the Central Market, the Drainage, the Peak Water Supply, the Water Main, the new Mountain Lodge, the Fraga Reclamation, and the new system of roads are all to come—when, oh, when, are they to be accomplished?

That it is immaterial when a public work is decided upon: Victoria College was voted for during two or three sessions of Government, and is not water-tight even yet.

That such being the case, the Acting Governor might do a general 'blow-up' among the Departments before he tackles the Bokhara Rocks.

That I think most residents will agree that Governor Des Voeux was right in making a clean breast of the cost of the new Ball-room at Government House.

That estimates are curious things, and have a power of changing their skins which would put the chameleon out of the running.

That the public, while ready to make Government House worthy of the Colony, would like to know what can be done in that direction for \$25,000, and how much more for \$10,000.

That while congratulating the Jockey Club upon their great success in the last meeting, I would point out the great need there is for a new Grand Stand, from which the racing could be seen.

That the evidence sufficient for a Judge (or a Jury) to decide against any one in a civil action might not be deemed sufficient in a criminal charge; and here we have no Public Prosecutor to take up such cases.

That the Honorary Secretary of the Athletic Sports deserves the greatest credit for the energy he has displayed and the pains he has taken to make the meeting of to-day a success, and the result is apparent in the unprecedented number of prizes and of entries for the various events.

That while little or nothing is being done to open the West River for trade, I see that our Gallic neighbours are taking time by the forelock, and they may soon be making hay in the sunshine of success, while our Representative at Peking is doing over his duties in the most truly Oriental fashion.

BROWNIE.

HONGKONG AMATEUR ATHLETIC SPORTS.

ANNUAL MEETING.
Saturday, the 30th March, 1890.
Patrons: His Excellency the Administrator, Francis Fleming, C.M.G.; His Excellency Vice-Admiral Sir Nowell Salmon, V.C., C.B.; His Excellency Major-General J. B. Edwards, C.B., R.N.; His Honour, The Acting Governor, Sir John Lubbock, Bart.

Judges: Hon. A. J. Leach; Captain C. Davidson, 1st A. & S. H.; A. G. Wise, Esq.; R. K. Leigh, Esq.

Judges of Racing: Col. Chater, 1st A. & S. H.; David Gillies, Esq.; Captain C. Davidson, 1st A. & S. H.; Esq.; Esq. of Exercises on German Horses.

Handicappers: A. K. Travers, Esq.; C. H. Thompson, Esq.; G. A. Caldwell, Esq.; and Hector Sampson, Esq. (Handicappers of Bicycle Races).

Officers of the Course: John Grant, Esq.; John Andrew, Esq.

Starters: C. H. Thompson, Esq.; F. A. Hazeldene, Esq.

Time Keepers: R. Fraser Smith, Esq.; Hector Sampson, Esq.

Treasurer: A. G. Stephens, Esq.

Hon. Secretary: W. H. Young, Esq.

These sports took place on the Race-course to-day under very favourable conditions, and were highly successful. The attendance of spectators was very large, the grand stand and enclosure being crowded, while the rails on the inner side of the course were lined by a gathering that reminded one of the Race Week. The whole of the arrangements in connection with the meeting were admirably carried out, thanks in a great measure to the exertions of the Hon. Secretary, Mr. W. H. Young, and there was not a hitch from the beginning to the end of the lengthy programme. The competition in most of the events was very keen, especially so in the racing, where the times generally were remarkably fast, as compared with those of past years. This may be accounted for to a considerable extent by the condition of the track. The Veterans' Race was probably the best exhibition of that kind the 'old residents' have ever given, and Mr. Young had a very creditable win in 13½ seconds.

The International Tug of war was even more exciting than this event usually is, and the victory for Scotland was undeniably the result of superior judgment and brawn applied to the pulling of the rope.

In addition to the prizes mentioned in the programme, the Sports Committee gave three prizes for the 120 yards Douglas Challenge Cup Race, the 220 yards Race and the Veterans' Race.

The Ladies' Purse was presented to the winner, R. E. Humphreys, immediately after the race, by Miss Gaskell.

The remainder of the prizes were given away by Mrs. Fielding Clarke.

The Band of the 1st A. & S. Highlanders, by kind permission of Col. Chater and officers, played during the afternoon.

The programme was finished about 5.30, the events having been admirably kept up to the end.

Appendix to the details:—

1.—EXERCISES ON THE GERMAN HORSE.—First Prize, presented by Sports Committee, Judge, F. W. Koch, Esq.

Only W. Jackson and J. H. Underwood entered for this event, and the competition was rather tame; Jackson won by one point.

2.—120 YARDS FLAT RACE (Handicap).—First prize presented by D. E. Sussan, Esq.; second prize by Sports Committee. Entrants: A. C. Costa, 6 yds.; R. E. Humphreys, 10 yds.; J. M. Atkinson, 15 yds.; J. H. Sample, 20 yds.; J. J. H. Sample, 25 yds.; J. J. H. Sample, 30 yds.; J. J. H. Sample, 35 yds.; J. J. H. Sample, 40 yds.; J. J. H. Sample, 45 yds.; J. J. H. Sample, 50 yds.; J. J. H. Sample, 55 yds.; J. J. H. Sample, 60 yds.; J. J. H. Sample, 65 yds.; J. J. H. Sample, 70 yds.; J. J. H. Sample, 75 yds.; J. J. H. Sample, 80 yds.; J. J. H. Sample, 85 yds.; J. J. H. Sample, 90 yds.; J. J. H. Sample, 95 yds.; J. J. H. Sample, 100 yds.; J. J. H. Sample, 105 yds.; J. J. H. Sample, 110 yds.; J. J. H. Sample, 115 yds.; J. J. H. Sample, 120 yds.; J. J. H. Sample, 125 yds.; J. J. H. Sample, 130 yds.; J. J. H. Sample, 135 yds.; J. J. H. Sample, 140 yds.; J. J. H. Sample, 145 yds.; J. J. H. Sample, 150 yds.; J. J. H. Sample, 155 yds.; J. J. H. Sample, 160 yds.; J. J. H. Sample, 165 yds.; J. J. H. 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Sample, 1965 yds.; J. J. H. Sample, 1970 yds.; J. J. H. Sample, 1975 yds.; J. J. H. Sample, 1980 yds.; J. J. H. Sample, 1985 yds.; J. J. H. Sample, 1990 yds.; J. J. H. Sample, 1995 yds.; J. J. H. Sample, 2000 yds.; J. J. H. Sample, 2005 yds.; J. J. H. Sample, 2010 yds.; J. J. H. Sample, 2015 yds.; J. J. H. Sample, 2020 yds.; J. J. H. Sample, 2025 yds.; J. J. H. Sample, 2030 yds.; J. J. H. Sample, 2035 yds.; J. J. H. Sample, 2040 yds.; J. J. H. Sample, 2045 yds.; J. J. H. Sample, 2050 yds.; J. J. H. Sample, 2055 yds.; J. J. H. Sample, 2060 yds.; J. J. H. Sample, 2065 yds.; J. J. H. Sample, 2070 yds.; J. J. H. Sample, 2075 yds.; J. J. H. Sample, 2080 yds.; J. J. H. Sample, 2085 yds.; J. J. H. Sample, 2090 yds.; J. J. H. Sample, 2095 yds.; J. J. H. Sample, 2100 yds.; J. J. H. Sample, 2105 yds.; J. J. H. Sample, 2110 yds.; J. J. H. Sample, 2115 yds.; J. J. H. Sample, 2120 yds.; J. J. H. Sample, 2125 yds.; J. J. H. Sample, 2130 yds.; J. J. H. Sample, 2135 yds.; J. J. H. 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Sample, 2490 yds.; J. J. H. Sample, 2495 yds.; J. J. H. Sample, 2500 yds.; J. J. H. Sample, 2505 yds.; J. J. H. Sample, 2510 yds.; J. J. H. Sample, 2515 yds.; J. J. H. Sample, 2520 yds.; J. J. H. Sample, 2525 yds.; J. J. H. Sample, 2530 yds.; J. J. H. Sample, 2535 yds.; J. J. H. Sample, 2540 yds.; J. J. H. Sample, 2545 yds.; J. J. H. Sample, 2550 yds.; J. J. H. Sample, 2555 yds.; J. J. H. Sample, 2560 yds.; J. J. H. Sample, 2565 yds.; J. J. H. Sample, 2570 yds.; J. J. H. Sample, 2575 yds.; J. J. H. Sample, 2580 yds.; J. J. H. Sample, 2585 yds.; J. J. H. Sample, 2590 yds.; J. J. H. Sample, 2595 yds.; J. J. H. Sample, 2600 yds.; J. J. H. Sample, 2605 yds.; J. J. H. Sample, 2610 yds.; J. J. H. Sample, 2615 yds.; J. J. H. Sample, 2620 yds.; J. J. H. Sample, 2625 yds.; J. J. H. Sample, 2630 yds.; J. J. H. Sample, 2635 yds.; J. J. H. Sample, 2640 yds.; J. J. H. Sample, 2645 yds.; J. J

LORD WOLSELEY ON THE STAND-
ING ARMY OF GREAT BRITAIN.

The following extract is from an article in *Harper's New Monthly Magazine* under the above title. It is written, in the first place, for an American audience, but Lord Wolseley's opinion of our army, we believe, will have at least equal interest for readers at home.

THE ROMANCE OF A SOLDIER'S LIFE.

The charms and romance of a soldier's life, the variety of scene and incident which army service affords to all ranks, will never fail to attract the roving, adventurous, and ambitious spirits of all classes. But the supply from this source is not large enough or sufficiently constant during peace for our wants. The better classes, who now only enlist in small numbers, would flock to the army if we could protect them from the unattractive aspects of the present system of pay. At present, we only obtain boy recruits. It ought not to require much genius or brains to understand that an army of which is always abroad, cannot be in a healthy or effective condition that has to absorb annually into its ranks between 30,000 and 40,000 young lads, and that has to send abroad every year about 19,000 or 20,000 trained soldiers to maintain the corps in our foreign garrisons at their

established strength. Our best officers who have most studied the question tell us that the army at its present strength cannot effectively fulfil the many duties imposed upon it at home and abroad.

THE RECRUITS WANTED.

Under our present short-service system we require annually from about 25,000 to 40,000 recruits. Of those who present themselves for enlistment, we reject for various medical reasons from about 50 to 55 per cent. If we offered the British soldier the same pay and ration that are given in the United States army, the number of desirable young men anxious to enlist would be much larger than at present that we could afford to reject 10 or 15 per cent. more than we do. That extra percentage of rejections would cover all the cases of doubtful physique which we are now forced to accept in order to keep our ranks full. The physical standard for our recruits is higher than for any other European army; but as a man's age is not to be ascertained by his teeth, we are obliged to accept the ages stated by the men themselves. We are supposed to accept only those between the age of eighteen and twenty-five, and to protect the army as far as possible against youths below the minimum age, we have laid down what we assume to be the physical equivalent. If the recruit professes to be, he is accepted; but, as might be expected, we are often taken in by youths under that minimum age. To

somewhat alleviate the evils attendant upon this unfortunate system of boy recruits, Parliament, I repeat to say, has forbidden any to be sent to India, who, if under twenty years of age, have not been one year in the army. Had Parliament gone thoroughly into the matter, it would, I think, have fixed that period at two years instead of one. Putting aside altogether the inhumanity of sending immature lads to India and other tropical climates, common-sense tells us how much wiser and more economical it would be to send there none but trained men soldiers. To do this would require an addition to the army establishments at home; an increase which sooner or later we must have for defensive purposes if our colonial stations abroad and our coast at home are to be rendered secure.

PENNY WISE AND POUND FOOLISH ABOUT THE ARMY.

We pride ourselves upon being a practical, business-like people, and so we are in our private concerns, but as a government we are often short-sighted and penny wise and pound foolish about the army. The present administration has done much to supply our military shortcomings, but much still remains to be done. Until public opinion forces us to keep the army sufficiently strong to enable it to properly discharge the duties imposed upon it with regard to the health of the men, and until we deal with our soldiers on the business principles on which the United States treat

them as to food and pay, short of resorting to some form or other of compulsory service, it is impossible that it can ever be as efficient and as useful as it ought to be. At present we are like the "jerry" builders who use poor materials—cheap deals, for example, where there should be seasoned oak. The officers must, however, do the best they can with the raw material supplied them by the State; that it is not as good as it should be, and that they are not permitted to keep it longer to season in England is not their fault. They do their best to let the people know the truth; they cannot do more. Because our army is so small for the amount of work it has to do all over the world, it should be composed of first-class materials. It should have the best men as soldiers, and the best arms and equipment that money can purchase. There may be two opinions as to what its numbers should be, but there is no one silly enough to say we should be content with boys instead of men; with obsolete guns and stunted rifles, in place of the best modern weapons. If the army were governed upon a purely military system, upon common business principles, it would soon be for its numbers the finest in Europe, which it certainly is not at present, and the gain to the nation would be incalculable.

THE MURDER ABOUT USSA.

Thanks to the enlightened views on army matters entertained by the late Prince Con-

sort, the army was provided with a rifle musket in 1854. We were thus well ahead of the French, Russians, Turkish, and Sardinian armies in the Crimea. At present we have in use the Martini-Henry rifle, an excellent arm, but now to be replaced by a superior magazine weapon. The new arm is a 303-inch calibre, and is believed to be equal to all and superior to most of the magazine arms now being adopted by other European nations. The armament of our home and field artillery still leaves much to be desired. If we mobilised now for the defence of the kingdom, the Volunteer field artillery would turn out with guns of three calibres, some leading the breach, others at the muzzle, and horse and field artillery of the regular army have four entirely different sorts and calibres of guns, some breech, others muzzle loaders. This is and has long been our condition, although we have, and are had for some years, the breech-loading field gun which is reckoned to be the best in Europe. I leave all experienced soldiers to estimate the confusion, possibly ending in disaster, which this medley of breech-loaders and muzzle-loaders of six different calibres would entail upon us in mobilising all our military forces to fight for our national existence.

OUR MILITARY ADMINISTRATION.

The command of the army is vested in a general officer. He is controlled in all his actions outside the military training of the troops by the Secretary of State for War. He may point out that the forts for the protection of our ports and arsenals and dock-yards are badly and insufficiently armed, and that the garrisons of our foreign fortresses—without the aid of which our fleets could not in these days of steam keep the seas—are dangerously small. But not only has he no power to correct all this, but his opinions on these subjects of life and death consequence to the empire are not made known to the people. In fact the British nation has no recognised means of ascertaining what its best soldiers and sailors think of the strength and state of the army and navy. It is content to take the opinion of whoever may be the two civil ministers whom the accidents and exigencies of party government have for the nonce made responsible for these two great services. Our system of military administration has been growing more and more efficient in character since the days of Wellington. Then the Commander-in-Chief had far more power and influence in the decision of military questions than at present. Then, the supply of guns, arms, ammunition, and of all sorts of military materials was in the hands of an officer selected on account of his special experience in war. He was a member of the government, and often a cabinet minister. He was, in fact, the adviser of the government on all military matters. That office was abolished, and at present all this duty of supply, which requires great technical training and military experience, is relegated to a civilian member of Parliament. Soldiers don't think the arrangement a good one.

WE HAVE MORE PRACTICE IN WAR.

Our army has far greater practice in war than that of any other nation. At the moment we may be said to have three little wars on hand, besides having a number of officers engaged in the defence of Spakin, which is besieged by the Arabs. If there were a temple of Janus in England, it would seldom be closed, and never for long. While the armies of other European powers can only gain annually some insight into war with the blank ammunition fired during autumn manoeuvres, Queen Victoria's soldiers learn their lesson with cartridges fired in real warfare, and with almost annually recurring regularity. It is the varied experience, and frequent practice in war, provided for our officers by the nature of our wide-extending empire, which makes them what I believe them to be—the best in the world. A far larger proportion of them know the sensation of being under fire than those of any other army. Other things besides this frequent practice of war also contribute to make the English officer what he is. It belongs to the class which has at all times been the backbone of the nation. As an English gentleman, he is by birth what we believe to be the representative of all that is noblest, most manly, brave, and honourable, in human nature. His innate love of sport in every form drives him to the remotest corners of the earth. You will find him climbing Alpine mountains, crossing Swiss glaciers, tiger shooting in Bengal, hunting lions in equatorial Africa, or other big game amidst the snows of Tibet. To ride well to hounds is one of his choicest ambitions, and as a matter of course, he loves cricket, polo, and all manly out-door games. All these experiences train him to a self-reliance unknown to the men of other nations. In fact, the British officer is by birth and education the natural leader of the British private, who has the same sport-loving instincts. The officer of to-day is a far better soldier in every way than his predecessors of thirty or forty years ago. In future it is intended only to accept non-commissioned officers on probation. The period of this probation is to be three years, and if at the expiration of that period, or at any time within it, the young officer be found wanting in zeal, energy, ability, tact, or character, he will be ruthlessly dismissed. The nation cannot afford to pay useless officers, and although this thing it must not allow them to be inducted with the lives of gallant soldiers.

THE TWO SCHOOLS OF THOUGHT IN THE ARMY.

There are and long have been two distinct schools of thought in our army. One of pure and simple conservatism, whose articles of faith are based upon the fact that our army under Wellington overthrew time after time the invincibility of France. This school flourishes almost exclusively amongst our older officers. The other, the young school, wishes to make the army a profession, and has "progress" for its motto. All that is best in the sentiment and tradition of our old army can be retained, whilst every encouragement is given to new ideas, and the army is ruled and administered upon sound and simple business principles. Our accretions gave up the long-bow when it grew out of date, and we have in this century given up the use of the flint musket, with which we made our military glory was associated. We now begin to recognise that all our old-fashioned trappings and formal drill would be as much out of place on the field of battle of to-day as the cross-bow would have been at Waterloo. We are now in a new era, and it is necessary to train the army for war instead of as heretofore, drilling it for parade. We have at last woken to the conviction that we must cease to train our men for a condition of warfare that we can never see again, for war will not conform to the procedure of the old army, with its long-bow and flint musket. We must closely study in the history of recent wars what battles now are really like, how they are conducted, how they are lost and won, and train our soldiers to the new conditions. Armies to be efficient must not stand still, and ours, which is so very small, can least afford to do so.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
MASSILLA, Captain C. FRASER, with
Her Majesty's A.P.S. will be despatched
from this for LONDON via BOMBAY and
SUZ CANAL, on WEDNESDAY, 12th
March, at Noon.
Cargo will be received on board until 4
p.m. Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.
Suez Canal and Europe will be
transhipped at Colombo; Tea and General
Cargo for London will be conveyed via
Bombay without transhipment, arriving one
week later than by the ordinary direct
route via Colombo.

Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.
Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.
This Steamer takes Cargo and Passengers
for MARSEILLES.
E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, February 28, 1890. 387

Occidental & Oriental Steam-
Ship Company.

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANTO will be
despatched for San Francisco, via
Yokohama and Honolulu, on THURSDAY,
the 13th March, at 1 p.m.
Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.
First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 330.00
To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.
Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.
Passengers, who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This discount
does not apply to through fares from China
and Japan to Europe.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 604, Queen's Road Central.
G. D. HARMAN,
Agent.

Hongkong, February 26, 1890. 288

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER, HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 10th day of March,
1890, at 10 a.m., the Company's
Steamship SACHSEN, Captain G. GOSSEN,
with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m. Specie and Parcels until 3
p.m. on the 10th March. (Parcels
are not to be sent on board; they must be
left at the Agent's Office). Contents and
Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOCHERS & Co.,
Agents.

Hongkong, February 17, 1890. 803

Mails.

NOTICE.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 14th March,
1890, at Noon, the Company's
S.S. OXUS, Commandant DAZACOR,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 14th March, 1890. (Parcels are not
to be sent on board; they must be left at
the Agent's Office).

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 6, 1890. 424

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be de-
spatched for San Francisco, via Yokohama,
on TUESDAY, the 26th March, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This discount
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 604, Queen's Road Central.
G. D. HARMAN,
Agent.

Hongkong, February 26, 1890. 380

CANADIAN PACIFIC STEAMSHIP
COMPANY.

MAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE.

VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,
2,500 Tons, Captain J. G. WILKINSON,
will be despatched for VAN-
COUVER, B.C., via INLAND SEA,
Kobe and YOKOHAMA, on THURSDAY,
the 3rd April, at Noon.

To be followed by the S.S. AFRICA,
on the 24th April, and S.S. FAITHFUL,
on the 15th May.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Ports, by the regular Steamers of the
Pacific Coast Steamship Company and
other Steamers.

Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver via Victoria (Mex.) \$210.00
To Montreal, New York, &c. ... 325.00
To London ... 330.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. HIGGINS, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 2nd April.

All Parcels must be sent to our Office
and should be marked to address in full
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, March 6, 1890. 427

SHARE LIST.—QUOTATIONS.

Hongkong, Saturday Noon, 8th March, 1890.

STOCKS.	When Established.	Capital.	No. of Shares.	Par Value of Share.	Amount Paid-up per Share.	POSITION PER LAST REPORT.				CASH QUOTATIONS. (For Time Bargains see memo. at foot.)				
						Reserve Fund.	At credit of working a/c, or Bal. Bro's Fed.	Dividend.		Closing.	Highest.	Lowest.		
								Amount.	When paid.					
Banks.														
Hongkong & Shanghai Bank- ing Corporation	1865	\$ 7,500,000	60,000	\$ 125	all	\$ 4,600,000	\$ 141,310.47	20 for 37 1/2 (1889) and 10 for 100 (1890) = \$12.50	Feb. 24, 90	192 1/2 prem., sales	193 1/2 prem.	192 1/2 prem.		
Marine Insurances.														
Union Insurance Society of Canton, Limited	1867	\$ 2,500,000	10,000	\$ 250	25	\$ 732,500	\$ 385,220 estimated to 30 June 88	28 1/2 = \$7 per sh. for 1888	Oct. 11, 89	\$101, nom.				
China Traders' Insurance Co., Ltd.	1868	\$ 2,000,000	24,000	\$ 83.33	25	\$ 650,000	\$ 231,343.91	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Sept. 10, 89	\$72, nom.				
North China Insurance Co., Ltd.	1863	£ 1,000,000	5,000	£ 200	50	£ 320,000.00	£ 715,475.2	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	April 27, 89	£ 362, sales				
Yangtze Insur. Association, Ltd.	1882	£ 200,000	8,000	£ 25	all	£ 175,914.31	£ 3,085.06	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Jan. 18, 89	£ 91, buyers				
Chinese Insurance Co., Ltd., (in liquidation)	1871	\$ 1,500,000	1,500	\$ 1,000	200	\$ 28,711.50	\$ 15,283.84	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	April 3, 88	\$85, nom.				
Canton Insurance Office, Ltd.	1881	\$ 2,500,000	10,000	\$ 250	50	\$ 417,000	\$ 113,000 estimated to 30 Sept. 89	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Jan. 2, 90	\$125, nom.				
Straits Insurance Co., Ltd.	1886	\$ 3,000,000	30,000	\$ 100	20	\$ 116,000	\$ 113,000 to 31 Dec. 1888	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	April 1, 89	\$82, nom.				
Fire Insurances.														
Hongkong Fire Insur. Co., Ltd.	1868	\$ 2,000,000	8,000	\$ 250	50	\$ 1,056,049	\$ 303,349.20	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 25, 90	\$375, ex sellers				
China Fire Insurance Co., Ltd.	1870	\$ 2,000,000	20,000	\$ 100	20	\$ 700,000	\$ 244,058.55	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 25, 90	\$85				
Straits Fire Insurance Co., Ltd.	1886	\$ 2,000,000	20,000	\$ 100	20	\$ 20,000	\$ 119,818 for 1889	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 20, 90	\$18, cum.				
Fire and Marine Insurances.														
Singapore Insurance Co., Ltd.	1884	\$ 4,000,000	40,000	\$ 100	20	\$ 11,875.91	\$ 230,125.06 at 31/12/88	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	April 27, 89	\$15, nom.				
Docks and Wharves.														
Hongkong & Wharves Dock Co., Ltd.	1869	\$ 1,662,500	12,500	\$ 133	all	\$ —	\$ 29,968.02	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 25, 90	55 1/2 prem., ex				
Gongkong & Kowloon Wharf & Godown Co., Limited	1886	\$ 1,000,000	20,000	\$ 50	all	\$ —	\$ 2,745.25	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	July 27, 89	\$98, sellers				
Shipping.														
Hongkong, Canton & Swatow Steam-boat Co., Limited	1865	\$ 1,600,000	80,000	\$ 20	all	\$ 29,440.92	\$ 29,440.92	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 1, 90	\$34, buyers	\$34	\$33		
Indo-China Steam Navigation Co., Limited	1882	\$ 1,200,000	60,000	\$ 20	all	\$ 1,006,144	\$ 1,006,144	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	June 13, 89	15 1/2 dis., sellers				
Douglas Steamship Co., Ltd.	1883	\$ 1,000,000	20,000	\$ 50	all	\$ 281,015.23	\$ 1,760.45	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Sept. 23, 89	\$66, buyers				
China & Manila S. S. Co., Ltd.	1882	\$ 175,000	3,500	\$ 50	all	\$ 45,000	\$ 3,344.37	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Mar. 25, 89	\$115, nom.				
Steam Launch Company, Ltd.	1888	\$ 100,000	2,000	\$ 50	30	\$ —	Dr. \$ 1,007.55	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 25, 90	\$9 par, sales				
Refineries.														
China Sugar Refining Co., Ltd.	1876	\$ 1,500,000	15,000	\$ 100	all	\$ —	\$ 11,875.91	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Mar. 7, 90	\$225, buyers				
Luzon Sugar Refining Co., Ltd.	1882	\$ 700,000	7,000	\$ 100	all	\$ —	Dr. \$ 143.22	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Mar. 7, 90	\$73, sales				
Land and Trusts.														
Hongkong Land Investment & Agency Company, Ltd.	1889	\$ 5,000,000	50,000	\$ 100	50	\$ 1,250,000	\$ 591.04	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Jan. 24, 90	\$80, sellers				
Kowloon Land and Building Company, Ltd.	1889	\$ 300,000	6,000	\$ 50	30	\$ —	\$ 1,637.15	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Jan. 31, 90	\$17, buyers				
Trust & Loan Co. of China &c., Ltd.	1889	\$ 1,000,000	100,000	\$ 10	all	\$ 50,000	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		nominal				
Tramways.														
Hongkong High-Level Tram- ways Company, Limited	1887	\$ 125,000	1,250	\$ 100	all	\$ —	\$ 214.56	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$200, new.				
Mining.														
(a) The Balmora Gold Mining Co., Ltd.	1889	\$ 150,000	15,000	\$ 10	all	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$12, sales & buyers				
(b) Elebe Mining & Trading Co., Ltd.	1889	\$ 225,000	45,000	\$ 5	all	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$34, sellers				
(c) Selama Tin Mining Com- pany, Limited, (new)	1889	\$ 125,000	25,000	\$ 5	5	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$7, nom.				
Panjoon & Sons, Ltd.	1886	\$ 600,000	60,000	\$ 10	all	\$ —	Dr. \$ 175,612.72 to 31/3/89	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$15	\$18	\$15, sellers		
Société Française des Char- bonnages du Tonkin	1888	Fr. 4,000,000	8,000	Fr. 500	all	Fr. 500,000	Fr. 131.55 per 100 = \$6.39	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$425, sellers	\$525	\$425		
(e) Imuris Mines, Limited	1889	£ 175,000	17,500	£ 10	all	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$8, nom.				
Planting, &c.														
East Borneo Planting Co., Ltd.	1883	\$ 200,000	4,000	\$ 50	40	\$ —	Dr. \$ 75,947.78 to 30/9/88	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$40, nom.				
(b) Royal Koyal Planting Co., Ltd.	1888	\$ 250,000	5,000	\$ 50	40	\$ —	Dr. \$ 95,449.88 to 30/9/88	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$80, nom.				
China-Borneo Company, Limited	1888	\$ 750,000	7,500	\$ 100	50	\$ —	Cr. \$ 1,777.21	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$40, nom.				
(a) Labuk Planting Co., Limited	1880	\$ 250,000	5,000	\$ 50	20	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$20, nom.				
(b) Darvel Bay Trading Co., Ltd.	1889	\$ 100,000	2,000	\$ 50	all	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$50, nom.				
(c) H. G. Brown & Co., Limited	1889	\$ 300,000	6,000	\$ 50	25	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$30, nom.				
(d) The Lanang Planting Co., Ltd.	1889	\$ 300,000	6,000	\$ 50	25	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$30, nom.				
Hotels, Building, &c.														
Hongkong Hotel Co., Limited	1860	\$ 300,000	3,000	\$ 100	all	\$ —	\$ 7,452.03	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Mar. 4, 90	\$203, sellers				
Austin Arms Hotel & Building Company, Limited	1888	\$ 200,000	4,000	\$ 50	25	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		5 per cent. dis., nom.				
Borneo Hotel & Stores Co., Ltd.	1880	\$ 200,000	4,000	\$ 50	20	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$32, nom.				
Peak Hotel & Trading Co., Ltd.	1880	\$ 200,000	4,000	\$ 50	20	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$20, nom.				
West Point Building Co., Ltd.	1889	\$ 625,000	12,500	\$ 50	40	\$ —	\$ 446.69	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Jan. 24, 90	\$45, nom.				
Shamson Hotel & Land Co., Ltd.	1889	\$ 100,000	2,000	\$ 50	10	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$3, nom.				
Richmond Terrace, Estate and Building Company, Ltd.	1889	\$ 100,000	1,000	\$ 100	all	\$ —	\$ 1,299.74	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	April 11, 89	\$20, nom.				
Dispensaries.														
A. S. Watson & Co., Limited	1886	\$ 500,000	5,000	\$ 100	all	\$ 10,000	\$ 1,081.63	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Nov. 5, 89	\$22, sellers				
Cruikshank & Co., Limited	1889	\$ 80,000	1,600	\$ 50	all	\$ 5,000	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Oct. 1, 89	\$45, sellers				
Lighting.														
Hongkong & China Cold Water Gas Co., Limited (new)	1890	\$ 20,000	1,000	\$ 20	all	\$ 10,843.77	\$ 1,711.10	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Apr. 17, 89	\$130, nom.				
Hongkong Electric Co., Limited	1889	\$ 300,000	3,000	\$ 100	all	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$8, sales				
Iron Foundries.														
Geo. Fenwick & Co., Limited	1889	\$ 150,000	6,000	\$ 25	all	\$ 1,000	\$ 285.81	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 24, 90	\$25, sales				
A. G. Gordon & Co., Limited	1889	\$ 150,000	3,000	\$ 50	20	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	July 31, 89	\$20, nom.				
Brick and Cement.														
Hongkong Brick and Cement Company, Limited	1886	\$ 100,000	4,000	\$ 25	17.50	\$ —	Dr. \$ 27,614.40 for yr. end. 31/12/88	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$15, nom.				
Green Island Cement Company Limited	1889	\$ 1,000,000	10,000	\$ 100	50	\$ 50,000	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$40, nom.				
Miscellaneous.														
Hongkong Ice Co., Limited	1881	\$ 125,000	5,000	\$ 25	all	\$ 48,000	\$ 7,866.78	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 17, 90	\$106, ex, buyers				
H'kong & China Bakery Co., Ltd.	1872	\$ 30,000	600	\$ 50	all	\$ —	\$ 164.16	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 26, 89	\$75, sales				
H.K. Rope Manufacturing Co., Ltd.	1883	\$ 150,000	3,000	\$ 50	all	\$ 15,000	\$ 730.92	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Feb. 22, 90	\$105, sales				
Dairy Farm Co., Limited	1889	\$ 100,000	10,000	\$ 10	all	\$ —	Dr. \$ 22,295.50 for year to 30/11/89	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$12, nom.				
Campbell, Moore & Co., Limited	1886	\$ 12,000	1,200	\$ 10	all	\$ —	Dr. \$ 390.26	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890	Aug. 1, 89	\$10, nom.				
Marlborough Furniture Co., Ltd.	1885	\$ 75,000	3,000	\$ 25	all	\$ —	\$ —	10 per cent. 15th Jan. 1889 10 per cent. 15th Jan. 1890		\$4, nom.				